

WEST COAST OF VANCOUVER ISLAND

Historical Sketch by G. O. Buchanan.

The length of Vancouver Island from Victoria city to Cape Scott is 300 miles, the direction being a little north of west. The width of the island from Chatham Point to Bago Point is 75 miles, but the average is about 60 miles.

The water route along the West Coast from Victoria lies for 60 miles through the straits of Juan de Fuca, 12 miles in width. Here, all winds, except northwesterly, are fanned off by the State of Washington; but when Cape Flattery and Tatoosh Island—with its lighthouse and wireless telegraph poles, and finally Dunstons Head—pass astern, one observes that he has seen the extreme northwest corner of the United States, and from this on is nearer than the shore of Asia, and is to be prepared to roll upon billows that have gathered headway along a march of 6,000 miles.

To starboard is the coast of Vancouver Island, straight and rather low, and clothed down to high water mark with dense and sombre fir.

"The graveyard of ships," say the landmen. "How many ships?" "Oh, three or four that I know of, and probably a great many others, of which only the pieces have been found." Doubtless the West Coast has taken its toll of shipping, and it will continue to do so until there is no more sea, but the same is true of all coasts towards which ocean highways converge. Liverpool, New York, Halifax and Quebec have their records of maritime woes in comparison with which anything Vancouver Island can show is a mere preface.

The coasting vessels make their regular trips from Victoria to Cape Scott, calling at all the Sounds in winter and summer, and except when held by fog, rarely lose a day. The traveller who remembers the furious gales and whooping billows of the North Atlantic will marvel that waters so placid as those of the North Pacific have ever been mangled.

Indented Coast.

With harbors the West Coast is remarkably well supplied. Besides a multitude of minor coves and inlets, the map shows a succession of breaks in the shore line, which are more than mere bays or harbors, and are dignified with the title "Sounds." Sounds are generally thought of as those channels where the mariner may, and frequently must, use the sounding line, but those of the West Coast, as they appear on the chart, may be defined as bodies of water into which much land has been intruded, or as bodies of land much intersected by water.

Some of them have several entrances from the ocean, and all have numerous arms extending far inland towards the mountainous backbone of the island, with a multitude of channels making short cuts from arm to arm; a multitude of little islands, some of them, as Nootka and Plover for instance, 20 miles long, breaking the roll of the waves from seaward; and a myriad of cunning little bays and coves tucked away in the shadow of mountainous bluffs, or at the base of bold peninsulas, where a friendly island blending with shore line shuts them off from all but the closest search—such places as were sought by Bluebeard and Captain Kidd, when they were wearied with the importunate attentions of men-of-war.

Notice the names of the Sounds. Any one of these would have been worth a dividend to the Grand Trunk Pacific: Barclay, Clayquot, Nootka, Kyguot, Quisno.

First Discovered.

In 1520 Magellan rounded Cape Horn; in 1578 Francis Drake coasted far north in the Pacific, and, it is conjectured, saw the coast of what is now British Columbia.

In 1592 Juan De Fuca, a Greek pilot, is supposed to have discovered the straits which bear his name. Then these adventures, and their successors in office, appear to have rested for nearly 200 years, and at the expiration of that time, Captain Barkley and his wife came along and re-discovered the Greek pilot's strait. In the meantime,

In 1774, Juan Perez discovered the Queen Charlotte Islands, and in 1778 James Cook, in the Resolution, on his third trip around the world, sailed into Nootka Sound, and from amongst a multitude of snug havens easily available, chose an insignificant cove on the southeast end of Bilgh Island, affording but slight protection against the roll of the ocean, and there tied up the Resolution for rest and refreshment. Sailing northward when spring came, Cook reached the base of Mount St. Elias. From there getting into friendly communication with Russian military men and traders, he informed them that they were living upon the continent of America. He having, according to his instructions from the Admiralty, demonstrated this by examining every creek and every light, and even fresh water rivers, which might possibly open through into Hudson's Bay. Cook's information, it is said, led the Russians to cruise and establish posts far to the southward, gaining thereby a title to the extended coast line, the loss of which Canadians now so profoundly deplore. After this Cook sailed away to the Sandwich Islands, and there, in an attempt to cover the retreat of a boat's crew of sailors who had picked a quarrel on shore with the natives, he was stabbed in the back, and fell with his face in the water.

First Keel Laid.

In January, 1783, ten years later, there arrived at Nootka two vessels, the Pelice and the Iphigenia. These vessels belonged to John Cavallo, a Portuguese merchant of Macao. The first was commanded by John Meares, a half-pay lieutenant of the British navy; the second by William Douglas, also a British subject.

These vessels flew the Portuguese flag and Meares carried orders, written in Portuguese, instructing him "to oppose with force any interference by Russian, Spanish, or English vessels, and, if possible, to capture any such that he might find on the coast of North America, and bring them to China, that they might be condemned by the Portuguese authorities at Macao, and their crews punished as pirates."

The Pelice, after a cruise on the coast, arrived at Nootka on the 13th of May, and Meares began building a small vessel, with which he judged he could more safely and economically trade with his seagoing craft, carry on a coasting trade.

The little nook between precipitous bluffs, where now stands the Catholic church and mission house at Friendly Cove on Nootka Island, was, Meares' shipyard. In addition to the long shelving beach in front, about an acre of ground, approximately level, was available, and here the cedars and alders and sal-lal bushes were cleared away, and the first keel of the home-built navy of the North Pacific coast, was laid.

Local reports intimate that Meares obtained his iron from the wreck of one of his other vessels, but the printed records do not confirm this. Better evidence exists in another local tradition, which is to the effect that his ship-carpenters were Chinamen, and in fact that the descendants of Chinamen were recognizable in recent years amongst the inhabitants of the Nootka and Mochalet villages.

While the vessel was being built Meares went south, entered the Straits of Juan de Fuca, and searched for the mouth of the Columbia, which he did not find. He bestowed the names of Deception Bay and Cape Disappointment upon points on the coast of Oregon, and noted in his log, "We can now assert that no such river, as laid down on Spanish charts, exists."

In September Meares was at Nootka, and witnessed the launching of the new vessel, which he named the Northwest America.

On the 24th of that month the Iphigenia arrived with a valuable collection of furs, which Meares transferred to his own vessel, and, much elated, sailed for Macao.

In October the Iphigenia and Northwest America sailed for the Sandwich Islands. In the meantime two American vessels, a sloop commanded by Captain Gray, and the Columbia of

Boston, Captain Kendrick, had arrived and remained at Nootka.

In December Meares arrived in Macao to find his employer, Cavello, bankrupt. At about this time two vessels, belonging to a rival association, the King George Sound Co., arrived at Macao. These vessels were commanded by James Colnett, a half-pay British officer.

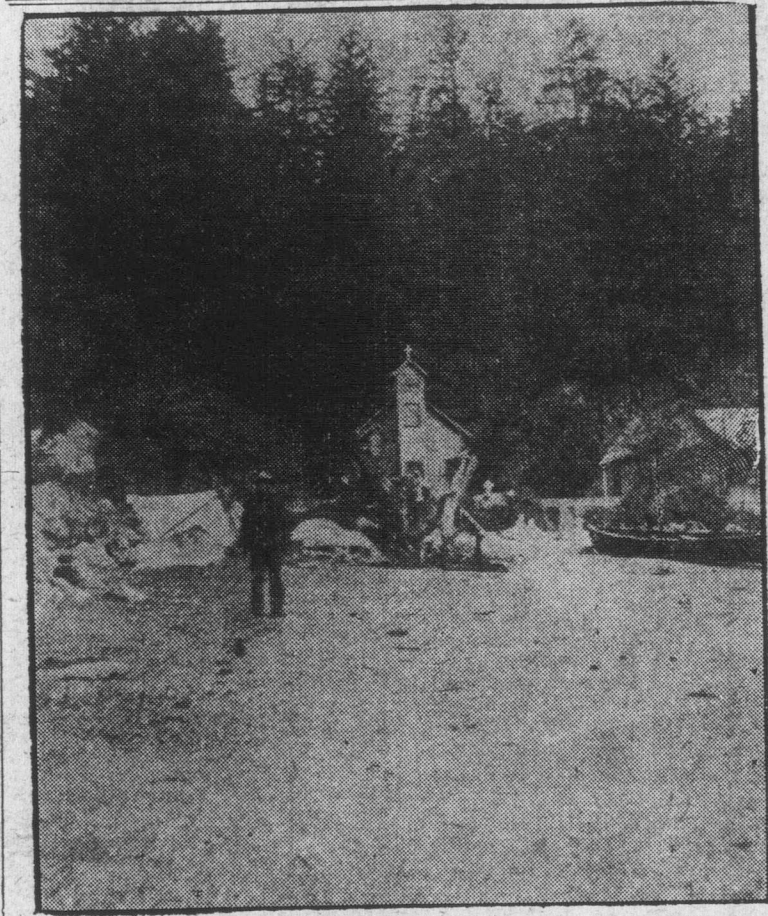
At the suggestion of Meares a consolidation of interests was effected, and

submitted a sort of compromise which enabled Spain "to save her face."

A treaty dated 28th October, 1790, provided for the restoration of all lands and buildings, and compensation for all losses sustained by any British subjects through violence, with a guarantee of common rights in navigation, fisheries, etc.

Vancouver Arrives.

It may be noted, however, that no



PIEST'S HOUSE, NOOTKA.

Erected on the identical spot where Meares laid down the ship Northwest.

two vessels, the Princess Royal and the Argonaut, under Colnett, were dispatched to Nootka, Meares remaining as agent at Macao.

International Difficulties.

In the meantime Spain had addressed to England and to Russia, strong remonstrances in regard to their occupation of the northern coast, and the viceroy of Mexico, in the interests of his monarch, had dispatched a squadron under Don Estevan Jose Martinez, which had anchored at Nootka.

The Iphigenia and Northwest had arrived from the Sandwich Islands in favorable condition nine days before the arrival of the Spanish squadron. On the 6th of May, 1791, Martinez formally declared the country to belong to Spain, landed artillery and began the erection of forts. For the first week, international peace prevailed, the Spanish choosing to regard the Macao vessels as coasting vessels of friendly power, and sail-lal bushes were cleared away, and the first keel of the home-built navy of the North Pacific coast, was laid.

Local reports intimate that Meares obtained his iron from the wreck of one of his other vessels, but the printed records do not confirm this. Better evidence exists in another local tradition, which is to the effect that his ship-carpenters were Chinamen, and in fact that the descendants of Chinamen were recognizable in recent years amongst the inhabitants of the Nootka and Mochalet villages.

While the vessel was being built Meares went south, entered the Straits of Juan de Fuca, and searched for the mouth of the Columbia, which he did not find. He bestowed the names of Deception Bay and Cape Disappointment upon points on the coast of Oregon, and noted in his log, "We can now assert that no such river, as laid down on Spanish charts, exists."

In September Meares was at Nootka, and witnessed the launching of the new vessel, which he named the Northwest America.

On the 24th of that month the Iphigenia arrived with a valuable collection of furs, which Meares transferred to his own vessel, and, much elated, sailed for Macao.

In October the Iphigenia and Northwest America sailed for the Sandwich Islands. In the meantime two American vessels, a sloop commanded by Captain Gray, and the Columbia of

thing appears in this treaty whereby Spain waived any pretensions to territorial rights, or engaged to cede any to Great Britain. The case of the government, as against Spain, and the value of the concessions covered by the treaty, were strongly assailed in parliament by the then leader of the opposition, Mr. Fox. Pursuant to this treaty, George Vancouver was dispatched in 1791 with two ships, the Discovery, sloop of war, and the Chatham, an armed tender, and he arrived at Nootka, via Fitzhugh Sound, on the 28th August, 1792. Here he was met by Senor Don Juan Francisco de la Bodega Quadra, who, on behalf of the government, was sent to carry out the treaty, namely, to hand over all lands belonging to Captain Meares, and to pay for any property of his that had been destroyed.

Meares' story of ill-treatment was described by Quadra as a chimera; he had never erected anything but a shack, the wood of which he had taken away with him before Martinez arrived; the Iphigenia was not an English vessel; Captains Colnett and Hudson had resisted only when they sought as representatives of Great Britain to erect forts and factories; they had not been treated with unnecessary harshness. Moreover, Quadra invited Vancouver to accompany him to the royal residence of Macquinna at Tah-shi, seven leagues up the sound, which visit was duly paid on Tuesday, the 4th of September, 1792, when that monarch positively declared that he had never sold the Boston was on fire. The Indians had carried candles into the hold of the vessel and left them where they ignited the cargo. The chief hurried to the scene, but too late. The local fire department was inefficient, or the water pressure failed, and the Boston burned. One of the outcomes of the fire was the discovery of another survivor of the crew, one Thompson, the sail-maker of the ship, who was found in the hold rolled up in sail cloth. The chief was about to order his execution when Jewett intervened. During the last eventful two days the chief's son, a bright lad, had been continually at Jewett's elbow, and the two had become fast friends. Jewett told the chief that the man found on the ship was his father, and appealed to the chief on the ground of the affection the chief had for his own son, to spare him from the horror of seeing his father killed. The chief regarded the appeal, and Thompson, the sail-maker, was spared.

During the two years' of captivity which followed the capture of Jewett's troubles arose from the impetuosity of his adopted parent. Thompson was illiterate and of hasty temper, and had been a professional pugilist, and practiced his art on the natives with slight provocation and reckless disregard of consequences. Jewett records that on one occasion when he was fitting some delicate ornaments made from a copper belt taken out of the ship, to the nose of the chief, Thompson, who was standing by, rudely snatched the ornaments about "spit salt yards," calculated to brace him up sharp to the wind. On one critical occasion Jewett, himself, intervened upon the grounds of prudence; on a Sunday the chief sent his captives out along the shore to the creek, where the women of the Cove resorted for laundry purposes, to wash his blankets. Having some of them spread to dry upon the rocks, an Indian came along, jeered the white man as a slave, and walked upon the blankets, leaving them tracked with sand. Jewett had with him a cutlass; and he decapitated the Indian with a single stroke. Expecting death by torture, the man had his full authority to enforce discipline in all matters where the chief's dignity was involved.

Spanish Traces. Traces of the Spanish occupation at Nootka are still to be found: small spaces levelled off on the rocky headlands which guard the entrance to the sound; fragments of bricks three-quarters of an inch in thickness, of which their bake-ovens and chimneys were built, a few toatives with strongly marked Iberian features, the Spanish numerals up to 10 in use by some of the Indians, and a heap of bones collected during the present summer from an excavation in front of the chief's house, which is said to mark the site of their cemetery. Immediately beside the site from which the bones have been taken, tradition locates the dwelling in which they worshipped. The Indians say that the priests were "bald" men, from which it is inferred that they were Franciscan order; also that the Spaniards had cattle, and blacksmith and carpenter shops, and that one of their forts mounted eleven guns. On Castillo Island, a bluff rock which guards the entrance to Friendly Cove, there stands a small monument of gray granite about five feet in height, which bears the inscription:

"Vancouver and Quadra met here in August 1792, before the treaty between Spain and Great Britain of October, 1790."

"Erected by the Washington Univer-

sity State Historical Society, August, 1903."

The site is that of one of the Spanish forts.

Tale of John Jewett.

Of the picturesque narratives that one hears at Nootka of incidents that have occurred since its acquisition, none is equal to the story of John Jewett, who was born in Boston, Lincolnshire, England, in 1783, and who shipped on the Boston, Captain John Salter, as armorer, at \$30 per month, in 1802. In March, 1803 the Boston was in Nootka Sound and anchored five miles from Friendly Cove at Marina's harbor. Here the captain was complimented by a call from Chief Macquinna, who is described by Jewett, or perhaps by Dr. Brown, his biographer (see the volume in the Provincial Library) as six feet high and straight as a willow. The captain presented to the chief a gun, which a few days later was brought back by the chief, broken, with an explanation of the damage which did not commend itself to the captain's belief. Forgetting the dignity of his guest, and perhaps depending too much upon the chief's ignorance of his language, the captain pronounced him a liar, at the same time, in petulant tones, directing Jewett to repair the gun. In explanation of what followed, it may be mentioned here that later the chief alleged an additional grievance against white men in the shape of a blow he had once received from a Spaniard.

On the 22nd of March some of the Indians came on board the vessel and reported that the salmon were biting at Friendly Cove. With the captain's permission, the mate and nine men left the vessel in a boat to catch salmon. Of the rest of the crew, about one-half landed at the mouth of a creek and were engaged in washing their clothes. A few canoes gathered around the ship and the Indian occupants suddenly boarded her and killed every man they could find. Immediately landing, they pursued the unarmed sailors who were on the shore, into the thicket, and in a few minutes killed them all. Then they sent a few canoes in the direction of Friendly Cove to meet the absent boat's crew, all of whom they slaughtered. John Jewett received a slash on the head and fell down a hatchway, from which he was later dragged to the deck, where he was confronted by Macquinna who had, lined up on deck, the heads of 25 of his shipmates. The chief, who is represented as speaking in broken English, said, "John, I speak; you no say no, you say no, daggers come." The chief's proposition was that if John would swear to be his slave for life he would be spared. He swore the 25 heads as proof that all his shipmates had perished, and that he had no help to expect from any of them.

Articles of capitulation having been duly signed, Jewett found himself immediately assigned to duty, the first item of which was the navigation of the Boston to Friendly Cove, where she was run ashore on the gravel beach. Jewett was soon informed that his escape had not been accidental; Macquinna having had opportunities of observing his mechanical proficiency, had spared him with an eye to his future usefulness. The guns of the Boston were dragged out to the headlands, and Jewett was instructed to mount them and see that they were in condition to be served against invaders; he was also required immediately to set up his forge and work-bench, and begin the manufacture of harpoons and spear-heads for Macquinna, and, as the king waxed luxurious through prosperity, he began to place orders for rings and bracelets, and these were given precedence over the articles of mere utility.

The Boston appears to have carried a valuable cargo of merchandise, and invitations having been sent out to the neighboring villages, a grand potlatch was convened, attended, it is said, by 500 warriors, in which Macquinna gave 100 mirrors, 100 mirrors, 400 yards of cloth, and 20 casks of powder. On the second night after the beheading of the vessel was brought to the shore, the chief was on fire. The Indians had carried candles into the hold of the vessel and left them where they ignited the cargo. The chief hurried to the scene, but too late. The local fire department was inefficient, or the water pressure failed, and the Boston burned. One of the outcomes of the fire was the discovery of another survivor of the crew, one Thompson, the sail-maker of the ship, who was found in the hold rolled up in sail cloth. The chief was about to order his execution when Jewett intervened. During the last eventful two days the chief's son, a bright lad, had been continually at Jewett's elbow, and the two had become fast friends. Jewett told the chief that the man found on the ship was his father, and appealed to the chief on the ground of the affection the chief had for his own son, to spare him from the horror of seeing his father killed. The chief regarded the appeal, and Thompson, the sail-maker, was spared.

During the two years' of captivity which followed the capture of Jewett's troubles arose from the impetuosity of his adopted parent. Thompson was illiterate and of hasty temper, and had been a professional pugilist, and practiced his art on the natives with slight provocation and reckless disregard of consequences. Jewett records that on one occasion when he was fitting some delicate ornaments made from a copper belt taken out of the ship, to the nose of the chief, Thompson, who was standing by, rudely snatched the ornaments about "spit salt yards," calculated to brace him up sharp to the wind. On one critical occasion Jewett, himself, intervened upon the grounds of prudence; on a Sunday the chief sent his captives out along the shore to the creek, where the women of the Cove resorted for laundry purposes, to wash his blankets. Having some of them spread to dry upon the rocks, an Indian came along, jeered the white man as a slave, and walked upon the blankets, leaving them tracked with sand. Jewett had with him a cutlass; and he decapitated the Indian with a single stroke. Expecting death by torture, the man had his full authority to enforce discipline in all matters where the chief's dignity was involved.

Spanish Traces. Traces of the Spanish occupation at Nootka are still to be found: small spaces levelled off on the rocky headlands which guard the entrance to the sound; fragments of bricks three-quarters of an inch in thickness, of which their bake-ovens and chimneys were built, a few toatives with strongly marked Iberian features, the Spanish numerals up to 10 in use by some of the Indians, and a heap of bones collected during the present summer from an excavation in front of the chief's house, which is said to mark the site of their cemetery. Immediately beside the site from which the bones have been taken, tradition locates the dwelling in which they worshipped. The Indians say that the priests were "bald" men, from which it is inferred that they were Franciscan order; also that the Spaniards had cattle, and blacksmith and carpenter shops, and that one of their forts mounted eleven guns. On Castillo Island, a bluff rock which guards the entrance to Friendly Cove, there stands a small monument of gray granite about five feet in height, which bears the inscription:

"Vancouver and Quadra met here in August 1792, before the treaty between Spain and Great Britain of October, 1790."

"Erected by the Washington Univer-

Amongst their preliminary experiences had been that of initiation into the tribe. None of the accessory features of the ceremony had been overlooked; they had fasted and watched and had been, at any rate, commanded, to pray; had taken plunge baths in the ocean, spent lonely nights aloft in canoes, or in the depths of the forest, and found themselves at the end arrayed in cedar bark shirts and nothing else, and required to eat their fish without the aid of cookery. Except for the women of the tribe, who, in the absence of the men, allowed him to wear a blanket and to roast his fish, Jewett declares that he would have perished during the first winter. As an instance of favor shown him by the women, he mentions that Wickiniash, a younger sister of Macquinna's wife, repeatedly invited him to go with her to her father, promising to secure his restoration to his own people. (To be Continued.)

HARBOR IMPROVEMENT.

Montreal, Aug. 15.—There has just been completed the building of a new pier at the eastern end of the city. The harbor commissioners of Montreal will probably have under their control, in the future, one of the biggest of its kind on the continent. It will mean to them the accommodation for eight large ocean going vessels, and will go far to lessen the difficulties they now experience.

HOTEL PROPRIETOR DEAD.

Vancouver, B. C., Aug. 15.—John S. Woods, proprietor of Wood's hotel, formerly proprietor of the Strand, and one of the best known horseowners on the coast, died this morning in Seattle.

POLICE CHAMPIONS RETURN TO CITY

Victors in Tug-of-War Were Welcomed by Mayor Morley at Wharf

Fresh from their triumphs over the Vancouver police and full of praise for the sportsmanship and hospitality of their opponents, the members of the local police tug-of-war team arrived from the Terminal City last evening.

They were met at the C. P. R. wharf by Mayor Morley and congratulated on their victory. At the police barracks a banquet of the substantial order was tendered to the victors, and after the many good things provided by the "boys" were disposed of, an impromptu programme was given.

The Mayor congratulated the team collectively and individually on the fine showing they had made, and promised that he would provide another cup for competition if the Vancouver police representatives were willing to test their prowess at Victoria next year. He was glad, he said, to find that the boys had been successful, and had added to their trophies the handsome cup which had spurred them on to such fine efforts.

The policemen are full of compliments for the Vancouver police, who treated them right royally, placing the department's automobile at their service and made their stay in the Terminal City such a pleasant one that they left it with regret. On Wednesday night, after the sports, the local men were entertained to a most enjoyable banquet at the Hotel Vancouver, at which Mayor Bethune, Chief of Police Chamberlain, ex-Chief Chisholme, the chief of the department, and a number of municipal and other representative officials, were present. Chief of Police Langley and his men were congratulated and complimented by the speakers and the event passed off in a most happy manner.

DRIVING WHITE LABOR FROM NORTH

William Sloan, M. P., Says Steps Must Be Taken to Prevent Japanese Immigration

"Unqualifiedly I am against the use of Japanese or any other Oriental labor in British Columbia. In my district the encroachments of the Japanese and the gradual forcing out of white labor are to be seen from the north to the south. Gradually this change is being brought about, and the pioneers are being eliminated. Unless the immigration of Japanese is prevented, and steps must be taken to that end—the men of that race would soon control the labor market."

This statement was made at Vancouver on Wednesday by William Sloan, M. P. for Comox-Atlin, following a conference he had with Hon. Frank Oliver, minister of the Interior, and Messrs. R. Macpherson, M. P. for Vancouver, and Ralph Smith, M. P. for Nanaimo. The members and Mr. Oliver had a lengthy discussion relative to the influx of Japanese during the past few months.

"The thin edge of the wedge of Oriental labor in the placer mines of the North has been driven in the Atlin camp, where the Japanese were introduced this season," continued Mr. Sloan. "The only result of this must be the driving out of the whites who pioneered that country and made it what it is to-day. "The coastline of my constituency, which extends from Howe Sound northward as far as the British Columbia coast runs, is also flooded with Japanese labor engaged in the fisheries. There, too, the whites are gradually being driven out, their places being taken by the Japanese. The seriousness of the situation I thoroughly realize, and everything in my power I will do to put a stop to the Japanese invasion. The urgency of action is now being impressed on the authorities as never before, and I look for some satisfactory solution of the problem. "We British Columbians have for years been boasting to the world of our natural resources, and the potentialities of our undeveloped wealth in minerals, timber, fish, and if those natural resources are not capable of producing sufficient wealth to support white labor, it is time we ceased talking about them. However, I know, and so does every white man in this country, that we can support white labor and that there is no necessity for the introduction of the Japanese coolie. British Columbia has been pioneered by the white men, and by them its development must be continued."

WILL ERECT A BLAST FURNACE

TO BE LOCATED NEAR KOOTENAY LANDING

Two and a Half Million Dollars Will Be Spent During Next Eighteen Months.

Vancouver, Aug. 15.—Construction of a large blast furnace for the manufacture of iron and steel will be commenced next month near Kootenay Landing. The owners of the property are Sir Thomas Shaughnessy, president of the C. P. R., Charles Hosmer of Montreal, and other eastern capitalists. C. P. Hill, manager of the Hillcrest coal mines of Alberta, made this announcement to-day. He said: "Within two years we will be supplying steel rails to all parts of the continent west of the Rockies, as well as to the Orient. I have been authorized by members of the company to lay out a comprehensive plan of development involving an expenditure during the next year and a half of two and a half million dollars. The plans are being drawn now by a Pittsburgh engineer.

The iron veins on the property have been traced a distance of seven miles. They are ten in number and the widest has a thickness of 23 feet. We have plenty of fluxes in proximity to the iron deposits. We will develop a large waterpower from Elk and Goat rivers. The ore will be handled by the C. P. R. at the rate of three thousand tons per day."

GOLD STAMPEDE TO INOCKO RIVER

Fur Trader Who Arrives in Victoria Says Big Nuggets Have Been Found There

Among the 750 passengers arriving at Seattle from the north on the Victorian on Sunday morning was A. Klimesch, a fur buyer from Fort Selkirk, at the mouth of the Pelly river. He has just completed a journey through Yukon and the Yukon, going as far north as Nome. He reports that when he was at Fairbanks there was a strike on, and most of the people had left for the Inocko river, where some big nuggets had lately been found. The scene of the find is five hundred miles up the Inocko, and only two hundred and fifty of this could be traversed by steamers. The river is fairly alive with craft of all descriptions, and everyone who could get away was rushing in there.

Mr. Klimesch did not think there was much to be made at Inocko, as the district is only about three feet deep before bedrock is struck. Very little work can be done there before winter, and he thinks most of the people who have gone in will come out just as fast. The Inocko river flows into the Yukon, near the Holy Cross mission. "They are not making much of it," says Mr. Klimesch, "but the prices are high accordingly. The small furred animals of the north are being killed off by men who set poison for the wolves. This is done so carelessly that the smaller animals get it, and are thus killed in large numbers. Trappers do not often go out for fear in that country as the fur is very short. The black and brown varieties are not worth carrying five hundred miles over the snow on a hand or dog sledge. The Indians are afraid of the grizzlies, the fear being largely a matter of superstition that they will have ill luck if they kill the king of the north. Mr. Klimesch came over from Seattle this morning and intends spending a few days in Victoria.

WILL NOT ASSIST.

Vancouver Labor Council Declines to Aid President Verville in Appeal Case.

Vancouver, Aug. 15.—The trade and labor council last night declined to aid President Verville, of the Dominion Trades Congress, in an appeal he is taking to a higher court with reference to the alleged slanderous utterances of a political labor nature he made, in which judgment was given against him. Vancouver labor men find fault with Mr. Verville because on the day Ken Hardie arrived at Quebec he went off to the recreation to Sir Wilfrid Laurier instead of looking after Ken Hardie. Vice-President Von Rhein was sent to Victoria to witness the landing of Japanese expected from Honolulu.

FEDERATED IN FIVE YEARS.

British and Dutch in South Africa Now "One People."

A resolution that the government of Cape Colony should approach the other South African governments with a view to federation has been unanimously passed by the Cape House of Assembly. The resolution was introduced by Mr. Malan, a Cape Dutchman. He urged that federation must emanate from the whole of the people of South Africa. Mr. Malan said that the time had passed for speaking of British and Dutch—they were one people. Mr. Malan declared that to-day all accepted the Union Jack, and by the closer union of South Africa under its folds would be promoted the ideal of freedom. He estimated that the process of federation would occupy five years.

London has 27 cable and 5 buses for every 10,000 inhabitants. Paris has 48 cable and only 2 buses for the same number of persons. Naples has 10,000 persons; Genoa has 10 buses for every 10,000.

RESOLUTION COVE, NOOTKA.

This shore line of the bay is little altered since the days of Cook and his Navigators.